	JOINT AIR				RECORD (PL	LATFORM	<i>S)</i>			
UNIT BEING AIRDROPPED 2. AIR		•	(See reverse for instructions) AIRLIFT UNIT (*)			3. DEPARTURE AIRFIELD (ONLOAD)				
4. TYPE AIRCRAFT	5. AIRCRAFT SERIAL NO. (*)	6. ITEM DESCRIPTION				7. RIGGED IAW F	7. RIGGED IAW FM/TO NO 8. LOAD PO			(*)
LOAD DATA TAG I	LOAD DATA TAG INFORMATION 9. WEIGHT		10. LENGTH		ENGTH	11. WIDTH 12. HEI			OF GHT	
CHECK ONLY ITEMS APPLICABLE TO YOUR SPECIFIC LOAD		LOAI INSPEC		CHECK ONLY ITEMS APPLICABLE TO YOUR SPECIFIC LOAD			CIFIC	LOAI INSPE		
13. EXTRACTION/DROGUE PARACHUTE AND RIGGING					19. CARGO PARACHUTE SYSTEM					
A. CORRECT SIZE, BAG CLOSING TIES CORRECT B. SAFETY LOOP/PENDULUM LINE ATTACHED					CORRECT NUMBER OF PARACHUTES (D-BAGS CLUSTERED) B. PARACHUTE SECURED TO LOAD, CONNECTED TO RELEASE					
C. SAFETY LOOP OVER BENT V-RING					WITH THREE-FOOT SLING (SINGLE PARACHUTE)			ELEASE		
D. V-RINGS LOCKED IN PARACHUTE HOLDER E. PENDULUM LINE PROPERLY SECURED (IAW -9 PROCEDURES)					C. RELEASE STRAPS ATTACHED TO CLEVIS AT PARACHUTE D. RESTRAINT STRAP PROPERLY SECURING PARACHUTE(S)					
14. EXTRACTION (ELB)/DROGUE LINE BAG (DLB)					AND ROUTED THROUGH RELEASE KNIFE(S)					
A. EXTRACTION/DROGUE LINE CORRECT LENGTH, LOOP, & TYPE					E. RELEASE KNIFE SHARP, PROPERLY SAFETIED F. RISER EXTENSIONS CORRECT LENGTH, ATTACHED TO					
B. DROGUE/EXTRACTION LINE INSERTED INTO CLIPS AND/OR TIED TO PROPER RECESS					PARACHUTE(S) AND RELEASE(S)					
C. ELB/DLB PROPERLY PACKED, BAG CLOSING TIES CORRECT D. EXTRACTION/DROGUE LINE PROPERLY PLACED AND SECURED					20. M-1, M-2 OR M-3 PARACHUTE RELEASE ASSEMBLY A. RELEASE POSITIONED CORRECTLY AND SECURED TO LOAD					
E. DROGUE LINE CONNECTED TO TOWPLATE JETTISON LINK					B. PARACHUTE CONNECTOR(S) SEATED IN RETAINER CLAMP					
F. EXTRACTION LINE CONNECTED TO EXTRACTION SYSTEM					C. RELEASE TIMER KEYS EXTENDED, ARMING LANYARD WIRE SEATED, LANYARD SAFETIED AND SECURED TO PARACHUTE					
15. TOWPLATE EXTRACTION LINK A. DROGUE JETTISON LINK SAFETIED TO DROGUE EXTRACTION LINE					D-BAG HANDLE (TOGGLE LOCKSLIDE ALIGNED AND VISIBLE, M-3 ONLY)					
B. EXTRACTION LINK INSTALLED IN TOWPLATE					21. SUSPENSION SLINGS					
C. ENSURE LINK LATCH CAM FOLLOWERS LOCK OVER EXTRACTION LINK 16. DROGUE EXTRACTION SYSTEM					A. ATTACHED TO COUPLER/CLEVIS/LINKS B. CORRECT LENGTH, LOOP, AND NUMBER					
A. ELB BRIDLE ATTACHED TO EXTRACTION LINK					C. ATTACHED TO LOAD OR PLATFORM					
B. CENTERLINE ATTACHED TO EXTRACTION LINK AND CONNECTOR LINK					D. PROPERLY PADDED, ROUTED AND SECURED					
C. ELB BRIDLE SECURELY ATTACHED TO EBL <i>(6 PLACED)</i> AND PARACHUTE DEPLOYMENT BAG BRIDLE(S)					A. LASHINGS UNIFORM TENSION AND BINDERS SAFETIED					
D. PARACHUTE(S) CLUSTERED AND TIED TO ELB					B. ACCOMPANYING LOAD SECURED					
E. PARACHUTE(S) BAG CLOSING TIES AND MINIATURE KNIFE(S) INSTALLED AND SAFETIED					C. HONEYCOMB FLUSH AGAINST LOAD, GOOD CONDITION, PROPERLY ARRANGED					
F. KNIFE LANYARD(S) EQUAL EFFECTIVE LENGTH AND ATTACHED TO CONNECTOR LINK					D. PLATFORM NOT DAMAGED OR BOWED, BOTTOM CHECKED FOR CONDITION (CHECKED BEFORE OR DURING LOADING)					
G. PARACHUTE(S) ADAPTER WEB(S) ATTACHED TO CONNECTOR LINK H. MAIN EXTRACTION LINE CONNECTED TO CONNECTOR LINK,					E. HAZARDOUS MATERIAL CERTIFIED IAW TM 38-250/AFJMAN 24-204					
CONNECTOR LINK SAFETIED TO PARACHUTE(S) I. EXTRACTION LINE CORRECT LENGTH, LOOP, TYPE AND PROPERLY				F. EMERGENCY RESTRAINT PROVISIONS ON THE PLATFORM/LOAD						
PACKED, BAG CLOSING TIES CORRECT J. PARACHUTE(S) AND ELB POSITIONED AND SECURED				23. OTHERS						
K. CONNECTED TO EXTRACTION SYSTEM				(REF:	A. NUMBER		B. SETT	ING		
17. SEQUENTIAL LOAD EXTRACTION PARACHUTE(S) AND ELB				24. ADS LOCKS 25. REFORE LOADING INSPECTION DATE/TIME COMPLET						
A. CORRECT SIZE, BAG CLOSING TIES CORRECT B. PROPERLY PLACED, ATTACHED TO LOAD				25. BEFORE LOADII CERTIFIC		DATE/TIME	COMPLET	<u> </u>		
C. PENDULUM LINE/SAFETY LOOP PROPERLY ROUTED AND SECURED		SECURED			A. TRANSPORTED	1				
D. EXTRACTION LINE ATTACHED TO PARACHUTE, SAFETIED TO LOAD E. ELB PROPERLY PACKED, POSITIONED/SECURED, AND CONNECTED TO					UNIT (PRINT) LAST NAME (PRINT)				INITIALS	
E. ELB PROPERLY PACKED, POSITIONED/SECURED, AND CONNECTED TO EXTRACTION SYSTEM				SIGNATURE						
18. EXTRACTION FORCE TRANSFER COUPLING (EFTC)					B. AIR FORCE INSPECTOR					
A. RELEASE CABLE ATTACHED TO ACTUATOR AND CABLE CLEVIS PIN NSTALLED				UNIT (PRINT)	LAST NAME (PRINT)				INITIALS	
B. ACTUATOR MOUNTED, PINS INSTALLED AND SEATED				SIGNATURE						
C. ACTUATOR ARM SAFETY PIN REMOVED AND STOWED D. LATCH AND ADAPTER SECURED TO THE LOAD, COUPLING LINK FULLY				- SIGNATURE						
SEATED E. LATCH LOCKED, INDICATOR MARKS ALIGNED, RELEASE CABLE				26. AFTER LOADING INSPECTION CERTIFICATION DATE/TIME COMPLET				E /		
ATTACHED, CLEVIN PIN INSTALLED				A. TRANSPORTED FORCE INSPECTOR UNIT (PRINT) LAST NAME (PRINT)					INITIALS	
F. MARKED END OF SLOT IN LOCK LINK LINES UP WITH WHITE DIMPLE MARK ON LATCH BODY (60K)						AST NAIVIE (PR			INITIALS	
G. PUSH DOWN ON LATCH PUSH ROD (NO RED VISIBLE ABOVE LATCH SIDE PLATE) (60K)				SIGNATURE P. AID EODOE INSPECTOR						
H. CHECK ROLLER SHAFT DIMPLE CENTERED IN LATCH IN 1/4 INCH PEEPHOLE (60K)				B. AIR FORCE INSPECTOR UNIT (PRINT) LAST NAME (PRINT)					INITIALS	
I. CHECK LATCH LOCK FOR NO MOVEMENT BEYOND ALIGNMENT OF MARKED END OF SLOT WITH WHITE DIMPLE ON LATCH BODY (60K)				SIGNATURE						
J. DEPLOYMENT LINE CORRECT LENGTH AND LOOP, ATTACHED TO COUPLING LINK AND PARACHUTE(S), PROPERLY ROUTED AND SAFETIED				C. AIRCREW LOADMASTER UNIT (PRINT) LAST NAME (PRINT)					INITIALS	
K. RELEASE CABLE CORRECT LENGTH, PROPERLY ROUTED AND SAFETIED L. ACTUATOR BRACKET PROPERLY MOUNTED				JINII (FAIIVI)		JI INMIVIE (PK	/		IIVITIALS	
M. ACTUATOR COCKED AND ARM SAFETY PIN INSTALLED					SIGNATURE	l .				
INBOARD FOR LOADING	OM MOUNTING BRACKET AND		OTION:							
DD FORM 1748, I	2, 5 AND 8 DURING AFTER I NOV 1997 (EG)	DADING INSPE PREVIOUS		MAY BE	E USED.	Des	igned using Pe	rform Pro,	WHS/DIO	R, Nov 97

INSTRUCTIONS

- Complete Joint Airdrop Inspection Record *(Platforms)* as required by AFJI 13-210/AF 59-4/OPNAVINST 4630-24b/MCO 13480.1A, and as detailed below:
- Item 1. Enter the designation and geographic location of the military unit responsible for the equipment being tendered for airdrop.
- *Item 2. Enter the unit of aircraft commander (complete during after-loading inspection).
- Item 3. Enter the designation of the locality from which the unit being airlifted is departing. (Example: Bravo LZ, Eglin AFB FL.)
- Item 4. Enter the model and series of aircraft that will airlift the equipment to be airdropped. (Example: C-130E.)
- *Item 5. Enter the complete serial number (tail number) of the aircraft on which the equipment is loaded. (Complete during after-loading inspections.)
- Item 6. Enter the nomenclature of the equipment tendered for airdrop. If additional space is required for mixed pieces of equipment, enter "see remarks" and describe the entire load in item 27. (Example: HMMWV, ammunition, petroleum)
- Item 7. Enter the FM/TO number utilized in rigging the equipment tendered for airdrop.
- *Item 8. Enter the sequential position of each platform in the aircraft. For a three-platform load, the first platform loaded is Load #3. The last platform loaded is Load #1. (Complete during after-loading inspection.)
- Item 9. Enter the total rigged weight of the platform, air items, and accompanying load as they appear on the load data tag.
- Item 10. Enter the length of the platform or load, whichever is greater.

- Item 11. Enter the width of the platform or load, whichever is greater.
- Item 12. Enter the height of the platform and load from the bottom of the platform to the highest point on the load.
- Item 13 through 22. Enter an X for each applicable item. Enter "NA" for non-applicable items. NOTE: If an entire major area is not applicable, it may be crossed out (X).
- Item 23. Use the attachment in appropriate rigging manual and attach to inspection form.
- Item 24. Inspect all locks affecting the platform for this pass and enter lock number(s) set into the platform and the setting on each lock
- Item 25. Enter local time and date of inspections. All entries, including signatures, must be complete and legible. Both the Transported Force and Air Force inspectors certify completion of the inspection. When the load is delivered to the aircraft, the aircrew loadmaster will ensure all items 1 through 12 are entered and correct, and ensure all checks in the before loading column (items 13 through 22) are entered. Ensure items 25A and B are completed.
- Item 26. Enter local time and date of inspections. All entries including signatures, must be complete and legible. Both inspectors must certify completion. NOTE: After all inspections are completed, the aircrew loadmaster ensures that all applicable columns have been checked and affixes his signature certifying completion of all inspection requirements.
- Item 27. Enter any comments pertaining to the load, loading difficulties encountered, or reason for rejection of the load. Also include any other pertinent facts concerning the load or delays. When inflight rigging is required, those items to be completed inflight will be annotated.

17. REMARKS